

## Comment on the Department of Energy's Yucca Mountain Draft Environmental Impact Statement

RECEIVED

FEB 08 2000

I agree with the following statements which I have checked:

- The No Action Alternatives are not reasonable. The EIS should have a reasonable no action alternative.
- The EIS is inadequate because it uses outdated 1990 census data rather than current population data for Nevada.
- The analysis of transportation impacts in Nevada is insufficient for making modal, corridor and route decisions.
- The floodplain analysis is insufficient for corridor and route selection.
- The impact of stigma on tourism, recreation and agriculture based economies in Nevada should be analyzed.
- The EIS should analyze the impacts of a crash between a military airplane and a nuclear waste rail car.
- Other \_\_\_\_\_

### Comments:

The Department of Energy's Yucca Mountain Draft Environmental Impact Statement includes an option to construct a rail line from Beowawe to Yucca Mountain through Crescent Valley to transport nuclear waste to Yucca Mountain. DOE is required to consider all comments submitted regarding the impacts of building and operating a repository including transportation. My comments for the record are:

The DEIS (D250 D) acknowledges low-level radiological exposure to the general public in non-accident conditions during routine transport of nuclear waste to Yucca Mountain.

— I and my family live in Section 33, Township 29 N, Range 48 E, Eureka County, Nevada.

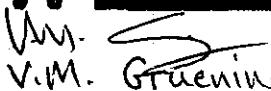
— According to DEIS map, my home is 3000'-3500' east of the "primary alignment" rail corridor of the Corbin Route — and the east side of the corridor is very narrow at that point.

— If the alternate rail route alignment through Crescent Valley would be used, the track itself would be  $\frac{1}{10}$  -  $\frac{3}{10}$  mile from my home.

— If the primary alignment rail corridor of the Corbin Route would be used, would I be compensated at all for my uncomfortable, disturbing, and unhealthy proximity to it and its construction? What is an adequate buffer corridor during construction in terms of health, safety, disturbance of residents immediately adjacent? And after completion?

— If the alternate rail route alignment of the Corbin route in Crescent Valley would be used, would my land and home be inside or outside the corridor? If inside: exactly how, how much, and when would I be compensated? If my land and home are immediately outside the corridor, would I be compensated in any way? or "merely" exposed to disruption, disturbance, discomfort, inconvenience, and health hazards without compensation?

— OVER, please —

V.M.   
V.M. Gruening

7758330226 P.02

P.O. Box 211193  
Crescent Valley NV 89821

ACSDR

DE-06-1993 12:35

(1)

According to Figure J-11, page J-86, Volume II of DEIS 6250D, approximately 12,227 shipments of nuclear waste would come over the Carlin route under the "mostly rail scenario."

10

If either the "primary alignment" or the "alternate" Carlin route is used, I can expect that many personal low-level radiological exposures over 24 years. (As I approach retirement, I expect to be at my home, by choice, virtually all of the time.)

Who will monitor, manage, evaluate, and pay for the immediate and latent health consequences of this repeated and long-term exposure? How will I and my family, or our heirs, be compensated for the effects on my health and well-being?

The DEIS and EIS process, as well as the resultant recommendations and decisions are obligated by the NEPA to protect, restore, and enhance the environment, including the human environment.

- 1) How, in what specific ways, would the storage of nuclear waste at the Yucca Mountain repository protect, restore, or enhance the site itself? The area immediately surrounding the site? The region of the site?
- 2) How, in what specific ways, would the transporting of nuclear waste <sup>of a rail line</sup> enhance the environment (natural and human) along the transportation routes themselves, especially along those routes that at this time have no rail lines whatsoever (such as the proposed Carlin route through Crescent Valley)?
- 3) How, in what specific ways, would the process of construction, <sup>of a rail line</sup> enhance the natural environment and the human environment of Crescent Valley and of my home (which is  $\frac{1}{10}$  to  $\frac{1}{10}$  miles from the track, depending on the route chosen)?
- 4) How, in what specific ways, would a completed rail track running through the valley of Crescent Valley enhance the natural environment? The human environment?

(2)

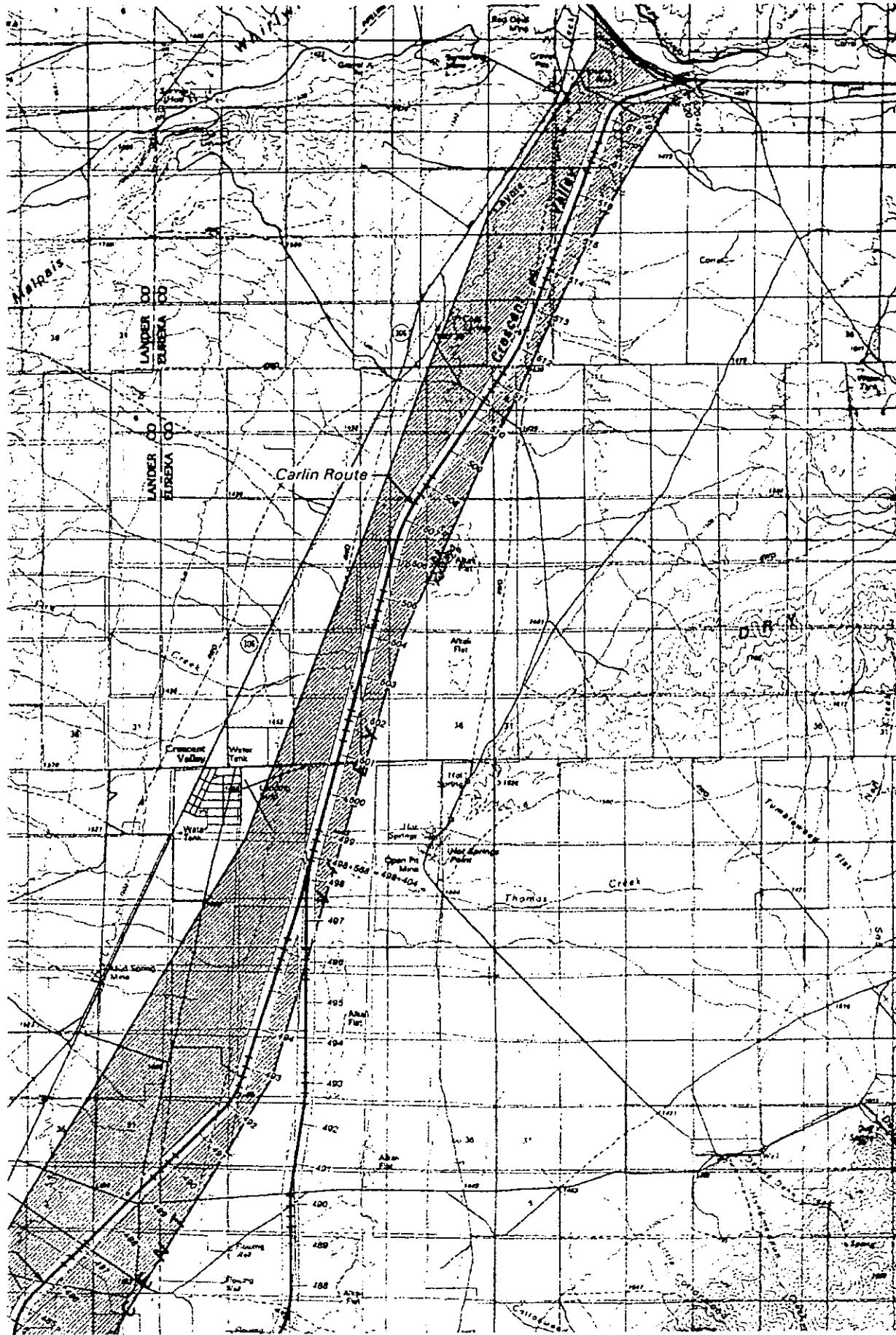
V.M. Gruening

V.M. Gruening

P.O. Box 211193

Crescent Valley NV 89821

please see page with  
Additional questions and  
attached map.



APN 5-470-18  
Book 5, Eureka County  
V.M. Graining

P.O. Box 211193  
Grazend Valley NV 89821

W.M. Gruening  
V.M. Graining

(3)

1. Where exactly would man-camps be located during construction along the Carlin Route?
  2. Where exactly would wells be drilled along the Carlin Route?
  - 12 3. Which of the 5 proposed rail routes is the most cost effective?
  4. What are the projected costs for each of the 5 proposed rail routes through Nevada?
  5. Would the rail lines be fenced in any areas?
  6. What types of areas would be fenced?
  7. Would there be overpasses or underpasses for Eureka County access roads used to reach private property?
  8. Who would maintain county access roads after any alterations?
  9. Would cattle guards be used at all? How? Where?
  10. What is the speed limit for proposed rail transport?
  11. What would the speed limit be in "open range" areas? (cattle grazing)
- 13 12. Has the DEIS analyzed the impacts of a crash between a nuclear waste rail car and a small herd of cattle (e.g. several cows)?
- 13 13. Does low-level radiological exposure decrease proportionally as rail speed increases?
- 14 14. Does low-level radiological exposure increase proportionally as rail speed decreases.
- 15 15. Would nuclear waste rail cars travel slower in densely populated areas?
- 15 16. Does DOE have clear unchallenged title to the land of the Yucca Mountain repository site, which does not conflict with Western Shoshone sovereignty as per the Ruby Valley Treaty of 1863?
- 16 17. Since both "No-Action Alternatives" are so unreasonable, how can either be used for any reasonable comparisons of environmental impacts?
- 17 18. If the nuclear waste destined for Yucca Mountain is as safe as DEIS O250D claims, why does it need to move from current storage locations?

As requested/suggested by a DOE representative at the Dec. 9, 1999 public hearing in Crescent Valley, I submit the attached map to indicate the proximity of my land and home to the primary and alternate rail alignments of the Carlin Route.